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PLANNING, ENGINEERING & TRAFFIC
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MAJORITY AND MINORITY REPORTS TO THE
BOARD OF CONTROL ON YORK STREET WIDENING
PROJECT (Dundurn Street to Queen St.)
AND FUTURE EAST-WEST TRUCK ROUTE
ALTERNATIVES

hmk st
widening

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TO THE

BOARD OF CONTROL

ON

YORK STREET WIDENING PROJECT

(Dundurn Street to Queen Street)

AND

FUTURE EAST-WEST TRUCK ROUTE ALTERNATIVES

September 30, 1971.

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MAJORITY REPORT

DEPARTMENT OF ENGINEERING AND TRAFFIC DEPARTMENT

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SECTION I

WIDENING OF YORK STREET

QUEEN STREET TO DUNDURN STREET

Foreword

The widening of York Street, between Queen Street and Dundurn Street, has always been considered as an integral part of the overall re-development of Central Hamilton. However, opinions both for and against widening have recently been voiced to the Board of Control by member departments of Planning, Engineering and Traffic Technical Committee.

Residents and businessmen of York Street, who are opposed to the widening, are pressing the members of City Council to make a decision on this matter. The Board of Control has therefore directed the Planning, Engineering and Traffic Committee to make a recommendation on the subject of the widening of York Street by the 1st week of September 1971.

This report is prepared for the benefit and discussion of Planning, Engineering and Traffic Technical Committee, in order for that Committee to reach a decision on the widening of York Street and to make a recommendation to the Board of Control.

The body of the report contains a summary of the facts and data from previous reports and investigations on the subject. Based on these facts, the Engineering Department recommends the widening of York Street, between Queen Street and Dundurn Street.



Summary and Recommendations

York Street has a unique location and has always been a major arterial access to downtown and Central Hamilton from the north west. It will continue to function as a major access to the Civic Square and Central Hamilton. This fact has always been recognized in planning the major road improvements leading to and extending from Civic Square. All the road improvements, associated with Civic Square, have been completed or committed, from the easterly limits of such improvements to the westerly limits as far as Queen Street. The only road improvement which remains to be constructed is the widening of York Street, between Queen Street and Dundurn Street. In our opinion it is logical to complete this last phase of road improvements associated with Civic Square and Central Hamilton.

The present pavement width on York Street is narrow (38) and the abutting land use is a mixture of Commercial and residential uses located in sub-standard building structures. These building structures have reached the advanced stage of deterioration and therefore cannot be economically rehabilitated.⁽¹⁾ Both present and future anticipated traffic volumes⁽³⁾ require widening of York Street to a desirable width of six (6) lanes. Because of its location, York Street will remain a gateway to the 100 million dollar Civic Square development and the Civic Square will lack an essential planning feature if the road widening is not completed and the land use on York Street is not made complementary to the redeveloped Civic Square.

We therefore recommend the following:

1. Phase 1

1. That the City acquire the abutting properties on both sides of York Street between Queen St. and Dundurn St.

Summary and Recommendation ...Cont'd

1. Phase 1Cont'd

2. That York Street be widened to a six lane divided highway between Queen St. and Dundurn St.

Phase 2

1. That a study be made to establish a plan of redevelopment on the basis of widening York Street so that surplus abutting lands can be consolidated with additional lands if required to create parcels which could be economically redeveloped, as established in principle by the 1966 Murray V. Jones and Associates Ltd. Report.
2. That new zonings be established on the basis of an approved plan to stimulate redevelopment.

Historical Background

The long established function of York Street has been to provide an arterial access to downtown Hamilton from the north-west.

This street is located in an area which is one of the oldest residential sections of the City with some of its existing buildings dating to the pre-confederation era.

The entire length of this street lies in an area designated as the "York Street Urban Renewal Area", which has been the subject of a comprehensive Urban Renewal Study.

Recommendations contained in the report "York Street Urban Renewal Scheme" for the treatment of the area mentioned above, are merely priority No. 2 of the redevelopment of a much larger area in Central Hamilton and designated as the Central Business District, which was the subject of an earlier report known as the Central Hamilton Urban Renewal Study.⁽²⁾ The outline of the area covered under this report, is shown on plan # 1. Implementation of the scheme with the highest priority and known as Civic Square Urban Renewal Scheme is well under way.

It is therefore emphasized at this point that the York Street Urban Renewal Scheme is a priority area which in turn is a part of a redevelopment scheme involving a larger area of Central Hamilton. Any future treatment of York Street, therefore, should not be considered as a localized redevelopment or rehabilitation, but will have a direct and most significant relationship with the developments in the Civic Square Area and other areas in Central Hamilton.

Historical BackgroundCont'd

Recommendations for redevelopment of Civic Square, York Street Urban Renewal Area, and other future redevelopment areas within the Central Hamilton Area were based on the recognition that York Street is a major access to the downtown area, and will remain so, with the realization of its potential in both aesthetic and functional terms.

The following improvements and expenditures have been made on roads, so far as a result of the implementations of Civic Square and York Street Urban Renewal Schemes.

<u>Description</u>	<u>Cost of Construction Including Land</u>	<u>Remarks</u>
1. Gore-Merrick Connection & Improvements to Wilson St.	1,013,000	completed
2. Merrick St. - btwn. Bay St. & James St.	125,000	"
3. Bay St. - btwn. Main St. & Cannon St.	97,000	"
4. Cannon Street - extension	674,000	"
5. York St. - btwn. Merrick St. & Queen St. (N.S.)	88,000	"
6. King St. - btwn. Bay St. & James St.	174,000	Under Const.
Total Spent and/or committed.	2,171,000	

It is apparent from the foregoing that almost all of the improvements to major roads essential to the redevelopment of Civic Square and York Street Urban Renewal Areas extending from the eastern boundary of Civic Square to Queen Street in the York Street Urban Renewal Area have been completed. The most logical and obvious next step is to extend the road improvement westerly

Historical BackgroundCont'd

to York Boulevard, i.e. widening of York Street between Queen Street and Dundurn Street.

Need for Widening of York Street

(a) Deficiency in Pavement Width

As mentioned earlier, York Street has been an arterial access to downtown Hamilton for many years and it has been recognized that York Street will remain a principle means of access to Civic Square and downtown in the future. Consequently all major traffic routes around Civic Square evolved on this basis, resulting in improvements to Merrick Street, extension of Merrick Street easterly and extension of Cannon Street westerly to Queen Street.

The remaining section of York Street between Queen Street and Dundurn Street has narrow pavement widths (38' mostly) and therefore is deficient in capacity for both present and future traffic volumes. The 24 hour traffic volume on York Street for the year 1971 is 23,000 approx. vehicles. (The 24 hour future traffic volume for the year 1985 is estimated at 20,000 vehicles or more. The latter estimate is based on the assumption that an East-West Freeway facility carries all the bypass traffic).

Existing land use on York Street is a mixture of commercial and residential uses and the existing buildings on either side have practically no front yard or driveways. The lack of driveways and/or off-street parking compounds the traffic problem and therefore the section of York Street between Queen St. and Dundurn St. requires widening.

Need for Widening of York Street...Cont'd

(b) Aesthetics

York Street is a major entrance to the downtown area and feeds traffic directly into Civic Square. Highway # 2 and York Boulevard which connect to York Street from the north-west, are flanked by large areas of Royal Botanical Gardens, Dundurn Park, Hamilton Bay, etc., all of which are objects of highest aesthetics.* The existing blighted and obsolescent buildings on both sides of York Street together with the narrow pavement is hardly a link between the natural beauty on one end and man-made prestige development of the Civic Square at the other end. To achieve a continuity in aesthetics, York Street requires widening and redevelopment.

* NOTE: Construction is underway on York Boulevard from Old Guelph Road to the north City limits at an estimated cost of \$ 1,600,000.00 and includes reconstruction of existing Bridges and widening of the road. This improvement together with proposed work in the near future on Hwy. # 2 further north-east, by the Department of Transportation and Communications, will further enhance the aesthetics on the Highway leading to the City.

(c) Physo-Socio-Economic Needs

The majority of the existing dwellings on both sides of York Street are generally in very poor maintenance and condition. The predominant type of house is a 2½ storey detached, of brick construction on a narrow

(c) Physo-Socio-Economic Needs:.....Cnt't'd

lot and with minimal side yard and practically no front yard.

Most of these are 50 to 80 years old and in poor structural condition due to age and original construction.(1)

The land use permitted under present zoning on York Street and the area in general is shown on the accompanying plan # 2. Most of the commercial uses are located in two storey buildings of advanced age and poor structural condition. A number of them have dwelling units overhead and according to the original "York Street Urban Renewal Scheme" report many of the retail service shops are owner-occupied with the remainder paying low rents.

Inadequate original design and construction of the houses together with the imposition of commercial use had the following inherent deficiencies which have all contributed to the present situation of "blight".

- (1) Narrow frontages
- (2) Poor interior Layouts
- (3) Inadequate storage facilities
- (4) Inadequate or completely unavailable loading facilities
- (5) Lack of parking - employee and customer
- (6) High incidence of vacancy on floors above street level
- (7) Poor access and conditions in these higher floors
- (8) Extremely substandard housing accomodations over some stores
- (9) Frequently inadequate fire escapes and secondary means of exit
- (10) Poor quality stores

(c) Physo-Socio-Economic Needs....Cont'd

Because of all the above mentioned physical inherent deficiencies, the entire area fronting York Street needs to be redeveloped.

Opinions have been recently voiced that the properties fronting York Street be rehabilitated rather than redeveloped. According to the original survey contained in the York Street Urban Renewal Scheme and the subsequent recommendations, the entire properties fronting York Street were recommended to be redeveloped. This recommendation was based on the fact that the properties have reached such a stage of deterioration that they cannot be rehabilitated economically.

Note: Dwellings at 406, 408, 446A and B, York Street, have been condemned and declared unfit for human occupancy by Health Officials.

It is an established fact that the area in general is inhabited by a large number of families of low income and recipients of social welfare benefits. The living and working environments can be improved only by redevelopment at the initiation of the municipality. In our opinion, the acquisition of lands for widening, the proposed construction and the initiation of redevelopment of the surplus properties will encourage private redevelopment of the area.

(d) Uses Complementary to Civic Square

The existing land use is a mixture of intermingled residential and commercial uses. York Street, being located as a doorway Civic Square will never become complete unless the land uses on York Street are made "Complementary" to Civic Square. The most complementary uses will be such uses as public and private housing projects and a site for

(d) Uses Complementary to Civic SquareCont'd

a prestige hotel accommodation overlooking Dundurn Park and the Bay. The foregoing and additional supporting arguments contained in the "York Street Urban Renewal Area Scheme Report", adequately establish the need for the widening of York Street to correct physical deficiencies and for redevelopment to correct blight.

Methods of Widening of York Street

The following are two (2) methods by which York Street can be widened and redeveloped:-

(1) Widening on the North Side Only and Private Redevelopment on the North and South Sides

This scheme calls for the acquisition of abutting properties on the north side only, exercising the entire widening thereon as shown on Plan # 3, Fig. A. This scheme is less expensive and re-development of the north side and south side is dependent on private acquisition of lands and consolidation into large parcels which could be economically redeveloped.

(a) Cost of Construction (1971) - \$ 700,000

(b) Cost of Land- 2,304,000

North Side Only, including
intersection requirements on
the south side, - and
cost of demolition & clearance

Total Cost \$ 3,004,000

(2) Widening and Redevelopment on Both Sides

This scheme requires acquisition of abutting properties on both sides of York Street and widening the road centered along the existing road allowance as shown on Plan 3, Fig. B. Lands surplus to road requirements on either side will have depths of 60 feet or more. Additional properties may then be acquired in accordance with an established plan of redevelopment for the assembly of parcels which could then be sold for private redevelopment.

Methods of Widening of York Street....Cont'd

(2) Widening and Redevelopment on Both SidesCont'd

The initial cost of property acquisition for the abutting properties under this scheme is estimated at \$ 3,139,000. However a part of this cost is recoverable by resale of surplus lands as indicated below.

Although this treatment requires a higher initial expenditure than (1), it will achieve the total solution of the problems of traffic and aesthetic deficiencies on York Street and will ensure the required redevelopment.

Therefore this scheme is recommended:-

(a)	Cost of Construction (1971) -	\$ 700,000
(b)	Cost of Land -	3,248,000
	both sides -	
	including the cost of demolition and clearance	
	Less revenue from resale -	<u>240,000</u>
	Total Cost -	\$ 3,708,000

ALTERNATIVES TO YORK STREET WIDENING

The location of York Street as a feeder to Civic Square and Central Hamilton is unique and there are no feasible alternatives to the widening of York Street.

Recommendations:

On the basis of the foregoing, we therefore recommend the following:-

Phase 1

- (1) That the City acquire the abutting properties on both sides of York Street, between Queen Street and Dundurn Street.
- (2) That York Street be widened to a six lane divided highway, between Queen Street and Dundurn Street.

Phase 2

- (1) That a planning study be made to establish a plan of redevelopment on the basis of widening York Street, so that surplus abutting lands can be consolidated (with additional lands if required), to create parcels which could be economically redeveloped, as established in principle, by the 1966 M.V. Jones and Associates Limited Report.
- (2) That new zoning be established on the basis of an approved plan to stimulate redevelopment.

ALTERNATIVES TO YORK STREET WIDENING.....Cont'd

Scheduling and Cost Estimates

The present scheduling for the York Street widening is shown in the Capital Budget as follows:

(a)	<u>York Street Widening - Queen St. to</u> <u>Dundurn St. - Land</u>	<u>1972-74</u>	<u>Gross Cost</u> \$ 1,300,000
(b)	<u>York Street Widening - Construction -</u> 1975 and after		700,000

We therefore recommend that the following scheduling and cost estimates be approved in principle to be established in the 1972-76 Capital Budget for the land acquisition, road widening and construction:

(a)	<u>York Street Widening - Queen St.</u> <u>to Dundurn St. - Land -</u>	<u>1972-74</u>	\$ 3,248,000
(b)	York Street Widening - Construction -	1975 and after	700,000

SECTION 2

FUTURE EAST-WEST TRUCK ROUTE

ALTERNATIVES

FUTURE EAST-WEST TRUCK ROUTES - ALTERNATIVES

One of the most significant recommendations made in Hamilton Area Transportation Study (1963) was the proposal of an East-West Freeway along the alignment as shown on Plan # 4. This facility was recommended to provide direct Freeway access to the Bay front industrial area and Central business district, through connections with Hwy. # 403 at the west and Q.E.W. at the east.

In the recommended staging of construction of the proposed East-West Freeway, top priority was given to the construction of the section of the Freeway between James Street and Hwy. # 403. When in operation, this section of the Freeway would have provided a much needed western traffic exit from the City.

The estimated cost (based on 1967 prices) of a 6-lane East-West Freeway facility between James Street and Hwy. # 403 was 29.5 million dollars.

Subsequently, by its resolution of April 28, 1970, (copy attached) City Council resolved not to proceed with the East-West Freeway Scheme as recommended in H.A.T. Study.

Alternatives for East-West Freeway are under study by the Technical departments of the City of Hamilton.

Problem Definition:

Whereas the alternatives of East-West Freeway are being investigated, we have assumed that the problem definition for the purpose of this discussion is to investigate the feasibility and construction costs of various alternative facilities which are required to be built as westerly exits for truck traffic now using York Street.

The following alternatives were investigated:-

- (A) Extension of Barton Street Westerly from Locke Street to Hwy. # 403
 - (1) Open Cut
 - (2) Tunneling under cemetery
- (B) Perimeter - Industrial Road - From Burlington Street to Hwy. # 403
- (C) Barton Street Extension over C.N.R. Yards to Industrial Road

General Design Criteria and Cost Estimates

The estimates for various alternatives are based on a 4 lane two-way truck route facility with maximum grades of up to 5% and minimum required right-of-way. The cost estimates presented herein are preliminary estimates as normally developed for planning purposes.

ALTERNATIVE TRUCK ROUTES

(A) Extension of Barton Street - from Locke St. Westerly to Hwy. # 403

Barton Street is one of Hamilton's most important east-west arterials. It is generally 4-lane in width except for the section between James Street and Bay Street, which is only 28 feet wide. Widening of this narrow section of Barton Street to 4-lanes with intersection improvements at James Street and extension of Barton Street from Locke Street to Hwy. # 403, can provide an excellent east-west truck route connecting Hwy. # 403 at the west and Q.E.W. (via. Hwy. # 20) at the east. The extension of Barton Street mentioned in this proposal can be achieved in two ways.

1. Open Cut

This scheme calls for a 4-lane road extending from Locke Street westerly and having a 4-way connection with Hwy. # 403. The proposed alignment is shown on Plan No. 5A. The proposed route would traverse a portion of Dundurn Park in a depressed section, pass under York Blvd., and continue westward over the Canadian Pacific Railway tracks to an interchange with Hwy. # 403. A depressed section with retaining walls is proposed to keep the property damage to a minimum, and to preserve the character of Dundurn Park.

A total of 74 residential dwellings will be affected under this proposal including approx. 1.9 acres of Park land.

(A) Extension of Barton Street - from Locke St. Westerly
to Hwy. # 403.....Cont'd

1. Open CutCont'd

Cost Estimates:

<u>Property</u>	<u>Construction</u>	<u>Total</u>
2,000,000	11,700,000	13,700,000

2. Tunneling

A more expensive method of extending Barton Street to Hwy. 403 is by means of a tunnel under the cemetery along the alignment shown on Plan No. 5B. Grade separation over the C.P.R. and an interchange with Hwy. # 403 will be similar to as described in (1) above.

Cost Estimates:

<u>Property</u>	<u>Construction</u>	<u>Total</u>
355,000	45,910,000	46,265,000

The advantage of (2) over (1) is that minimum property damage is effected in (2). However, the concept of tunneling under a cemetery has both political as well as emotional significance, which together with the high cost of construction makes this proposal impractical.

ALTERNATIVE TRUCK ROUTES....Cont'd

(B) Perimeter-Industrial Road - from Burlington Street to Hwy. # 403

Direct connection from Hwy. # 403 from a point just south of Desjardins Canal to Burlington Street can be provided by constructing the "Industrial Road" and "Perimeter Road", along the alignment shown on Plan # 6.

The proposed route would traverse along Wellington Street, from Burlington Street to Ferrie Street and then to Strachan St., and along Strachan St., to Bay St., and then from Bay St., extending westerly on the north side along the shore line of Hamilton Bay connecting to Hwy. # 403, with a partial interchange to and from Toronto.

C.N.R. and C.P.R. railway lines will be carried under the overhead structures; whereas, York Blvd. will be carried over the proposed roadway. The feasibility of the Industrial Road depends on land reclamation and the extension of shore line into the Bay. The reclamation of part of the Bay just west of the end of Simcoe Street has been completed through private redevelopment. It is estimated that approx. two (2) million cubic yards of fill will be required to reclaim the right-of-way for road purposes, west of the existing limits of the filled area.. Furthermore, the realization of Industrial Road will depend upon the approval from the Harbour Commission.

The easterly part of the proposed route, between Bay St., and Burlington Street was known as the "Perimter Road", which formed part of the approved roadway plan for the north-end Urban Renewal Scheme.



(B) Perimeter-Industrial Road - from Burlington Street to Hwy. # 403Cont'd

The Perimeter Road was subsequently deleted from the North-End Scheme because of high estimated cost of construction. Nevertheless, all the properties required for the road allowance between Bay Street and Ferrie Street have been acquired. The amount of money spent by the Federal-Provincial Partnership and the City to date is - \$ 1,197,400.00.

Additional properties totalling thirty (30) dwellings and some industrial land will have to be acquired to complete the entire right-of-way for Perimeter Road between Bay St. and Burlington St.

The estimated cost of Perimeter - Industrial Route between Hwys. # 403 and Burlington Street is as follows:-

Cost Estimates:

<u>Property</u>	<u>Construction</u>	<u>Total</u>
1,381,000	16,640,000	18,021,000

(C) Extension of Barton Street over C.N.R. Yards to Industrial Road

The alignment of this route is shown on Plan # 7. The proposal calls for the construction of the westerly part of Industrial Road (described in B) and its connection to Barton Street by bridging across C.N.R. yards, west of Queen Street.



(C) Extension of Barton Street over C.N.R. Yards to
Industrial RoadCont'd

Cost Estimates -

<u>Property</u>	<u>Construction</u>	<u>Total</u>
150,000.00	22,750,000	22,900,000

NOTE: In all the proposals involving extension of Barton Street, it will be mandatory to widen to 4-lanes, the existing narrow section between James Street and Bay Street. The estimated cost of this improvement including property damage is \$ 500,000. This cost is applicable to proposals in (A) and (C), and is in addition to the estimated costs for (A) and (C).

SUMMARY OF COSTS (1971)

<u>Alternative</u>	<u>Description</u>	<u>Total Estimated Cost</u>
(A)	(1) Extension of Barton St., from Locke St. westerly, to Hwy. 403 - open cut	\$ 13,700,000
	(2) In Tunnel	46,265,000
(B)	Perimeter-Industrial Road - from Burlington St. to Hwy. # 403	18,021,000
(C)	Extension of Barton Street - from Queen St. over C.N.R. yard to Industrial Road and Hwy. # 403	22,900,000

OBSERVATIONS AND CONCLUSIONS

We defined the problem under discussion as the investigation of the various alternative routes to provide for trucks now using York Street. As is noted in review of the summary of costs, the provisions of a truck route to connect to Hwy. # 403 is an expensive one and the costs of construction range from \$ 13,700,000 to \$ 46,265,000.

The truck route in Alternative A(1) (open cut) will effect extensive damages to both residential as well as park properties. Damage to properties in the built-up area was one of the principle reasons which led to the deletion of East-West Freeway proposal.

Alternative A(1) (tunnel) is unacceptable because of the high cost of construction. The legality of tunneling under a cemetery is also not clear. Alternatives B and C show comparable costs of construction and in our opinion, Alternative B is the best solution to the defined problem.

As is noted in the body of the report, the feasibility of alternatives B and C depends on land reclamation and the extension of the shore line into the Bay. Furthermore, that before consideration can be given to constructing any of these alternatives, the following must be considered:

- a) The future requirements of City for an alternative to the East-West Freeway.
- b) Extension of the shore line into the Harbour and the filling of the Harbour.

- c) Type of land use and plan of development along the westerly shore line of the Harbour.

The concept of an East-West Transportation corridor established an important need for a route to provide capacity for East-West movement, additional to the existing East-West arterial streets. A simple extension of an existing street to connect to Hwy. # 403 would not greatly increase the capacity of the street network system. Therefore before any monies are expended on a connection of an existing street to Hwy. # 403, the proposal should have a definite relationship to the concept of an East-West Transportation corridor. Unless such a concept is satisfied the creation of a truck route at enormous public expense will have no economic justification.

In conclusion therefore, although it is feasible to construct a route as a westerly exit for trucks now using York Street, consideration of and an approach to the Capital financing of such a large project should only be considered in conjunction with a comprehensive planning and development study by the City of our future traffic and development requirements.

References:

- (1) York Street Urban Renewal Scheme (1966),
M.V. Jones & Associates Ltd.
- (2) Central Hamilton Urban Renewal Study -
M.V. Jones & Associates Ltd.
- (3) Hamilton Area Transportation Plan (1963)
C.C. Parker & Parsons, Brinckerhoff, Ltd.

A P P E N D I X

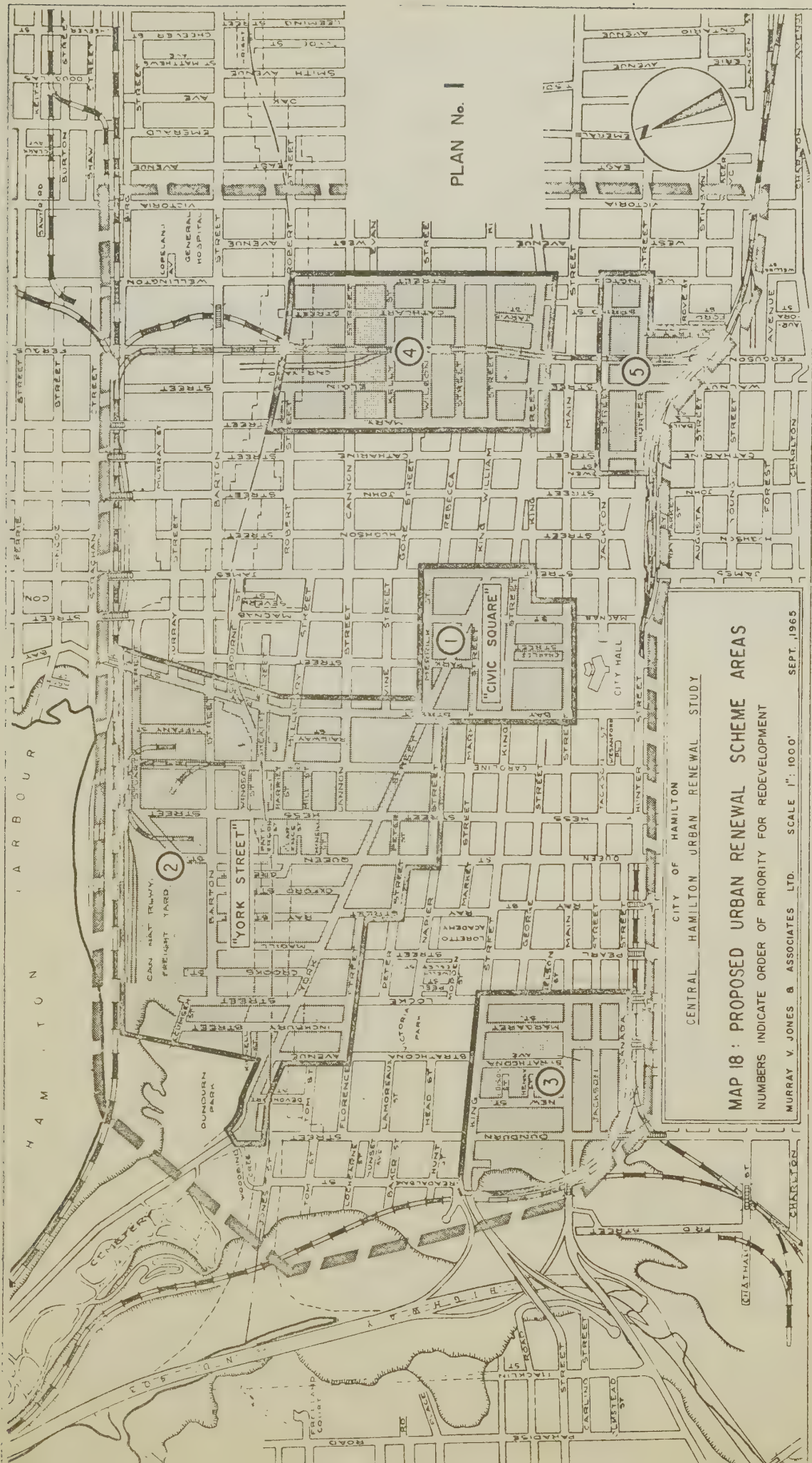


LIST OF PLANS

<u>Plan No.</u>	<u>Title</u>
1	Urban Renewal Scheme Areas, Central Hamilton Urban Renewal Study
2	Existing Zoning on York Street
3	York Street Widening - Proposed Roadway Cross-Sections
4	East-West Freeway Alignment as Proposed in H.A.T. Study

Truck Route Alternatives

- | | | |
|---|-----|---|
| 5 | (A) | Extension of Barton Street - From Locke St. to Hwy. # 403 - Open Cut |
| | (B) | Extension of Barton Street - From Locke St. to Hwy. # 403 in Tunnel, under the Cemetary |
| 6 | | Perimeter - Industrial Road - From Burlington St. to Hwy. # 403 |
| 7 | | Extension of Barton Street - Over C.N.R. Yards to Industrial Road and to Hwy. # 403 |



PLAN No. 1

CITY OF HAMILTON
CENTRAL HAMILTON URBAN RENEWAL STUDY

MAP 18: PROPOSED URBAN RENEWAL SCHEME AREAS

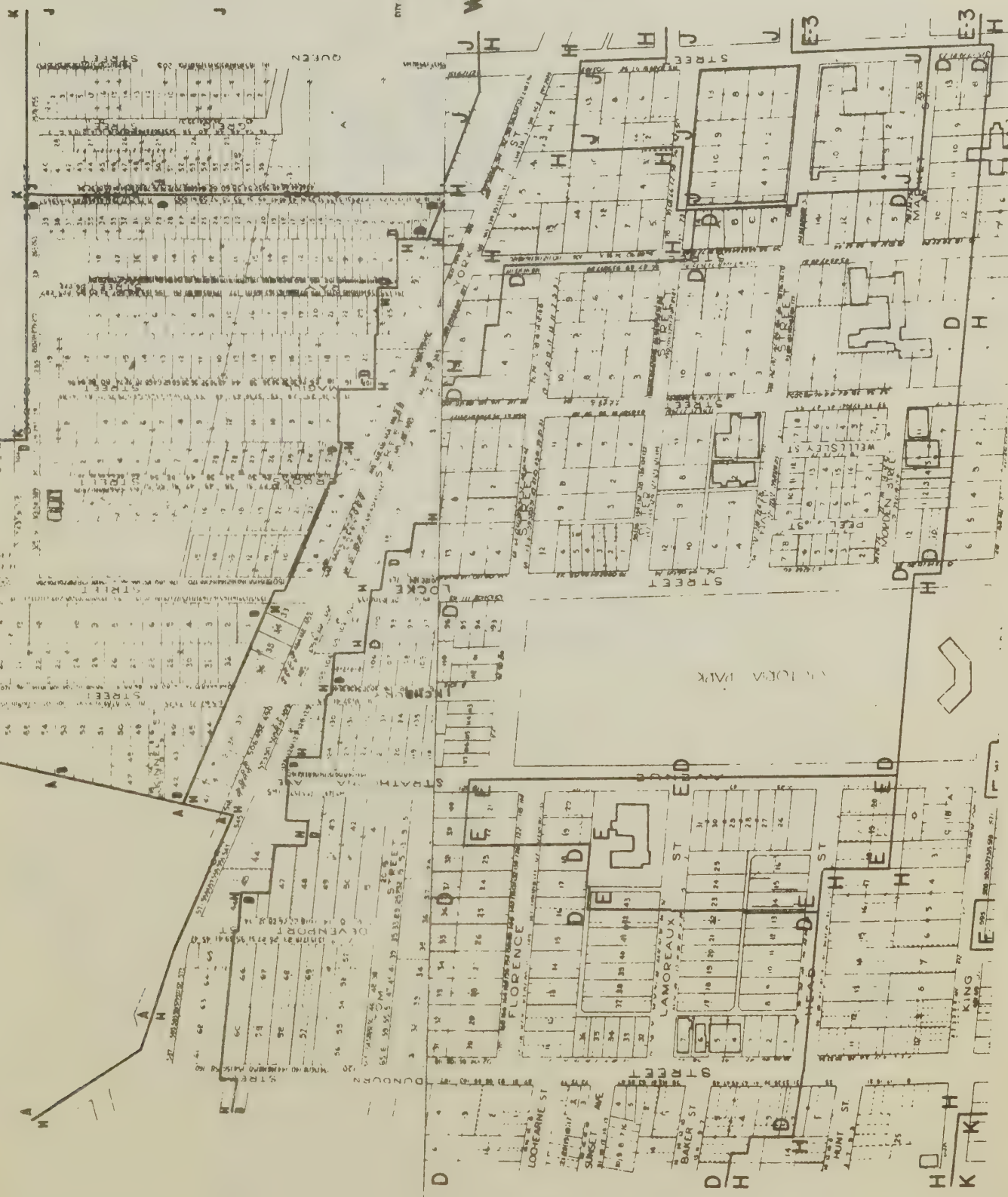
NUMBERS INDICATE ORDER OF PRIORITY FOR REDEVELOPMENT

MURRAY V. JONES & ASSOCIATES LTD. SCALE 1" = 1000' SEPT. 1965

W12



DUNDURN PARK



EXISTING LAND USE
PLAN No. 2

FIG. A
YORK ST. WIDENING - NORTH SIDE ONLY

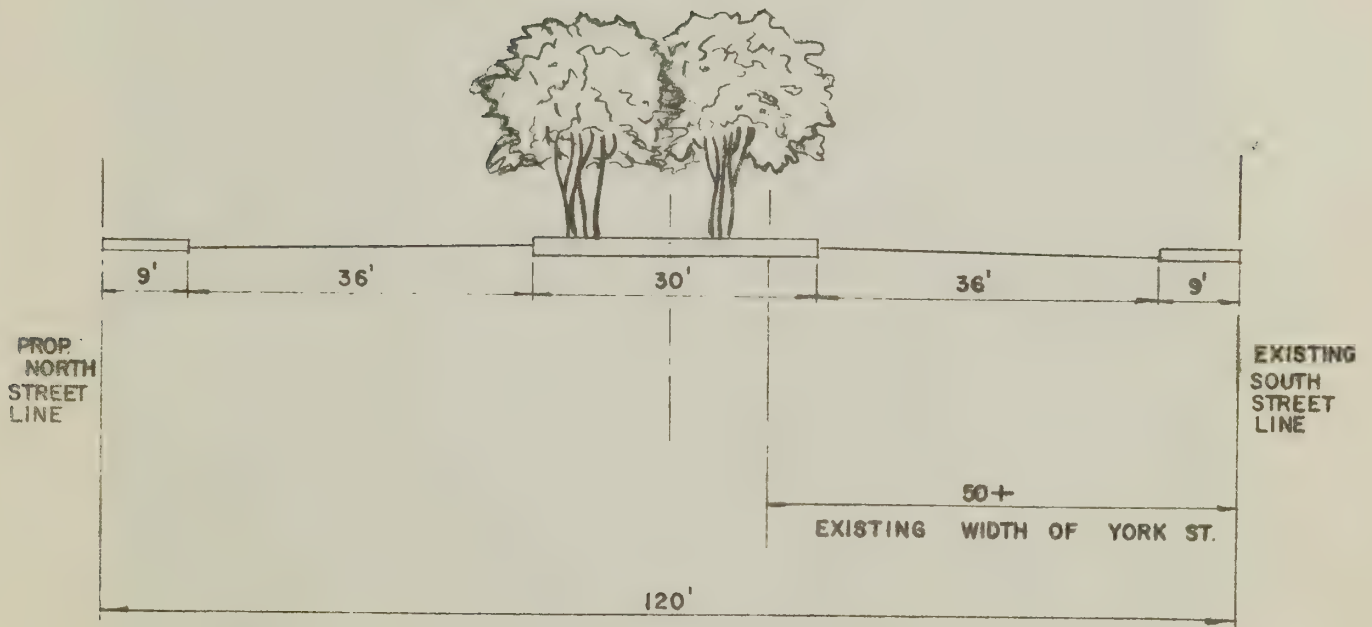
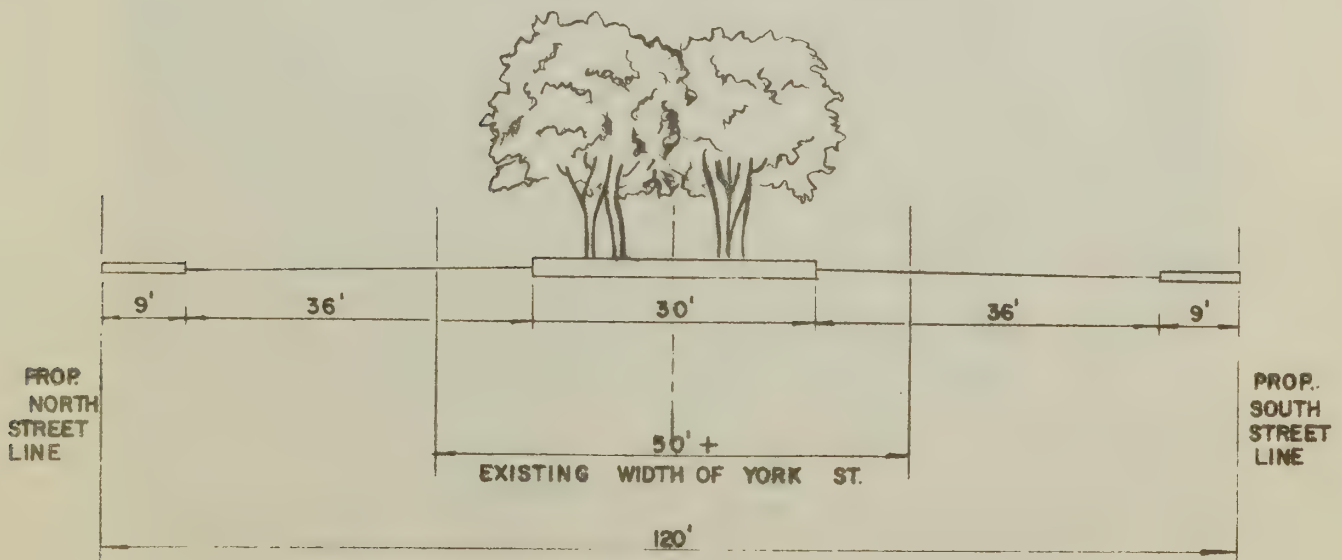
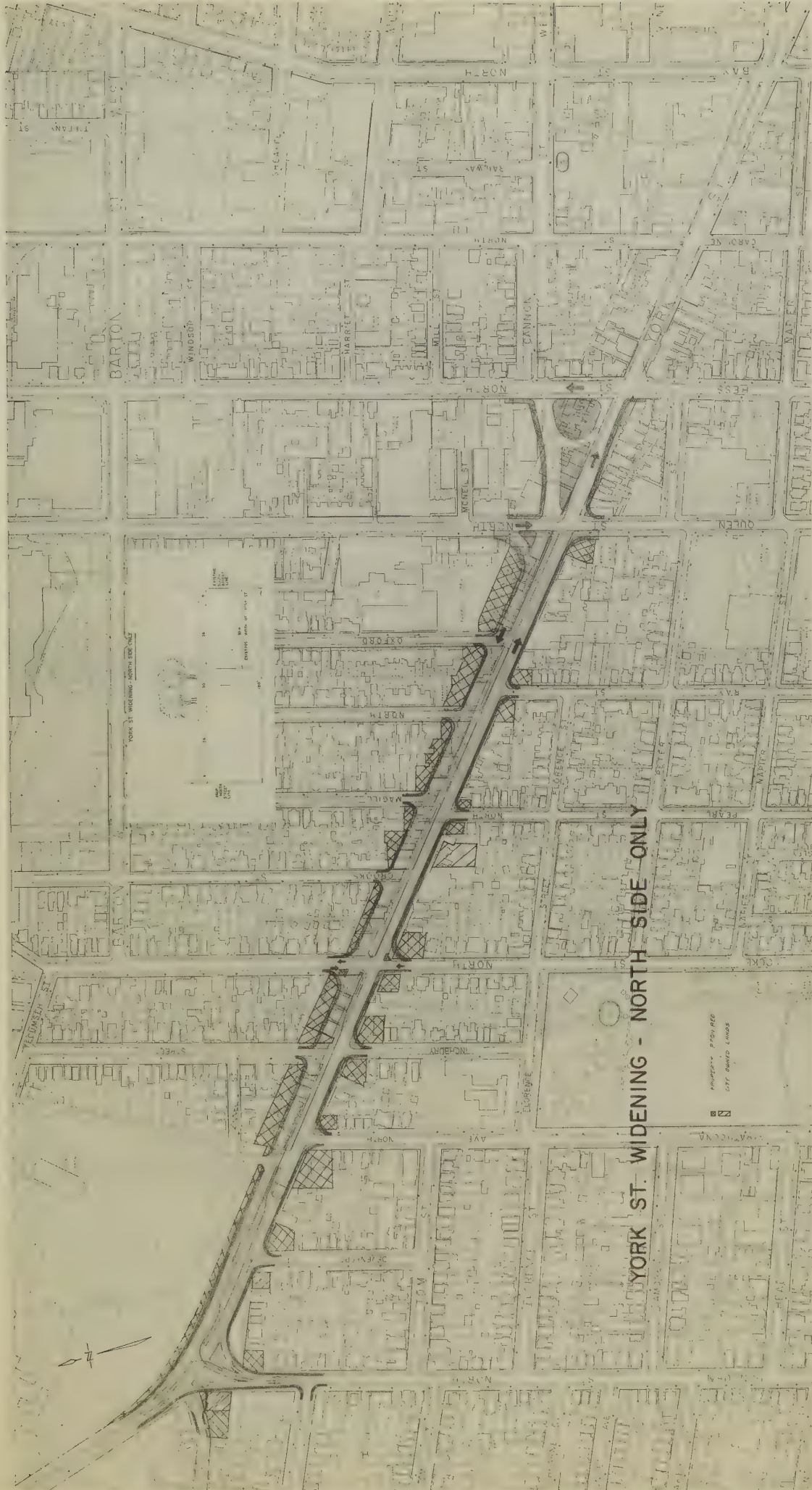


FIG. B
YORK ST. WIDENING- BOTH SIDES

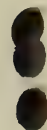


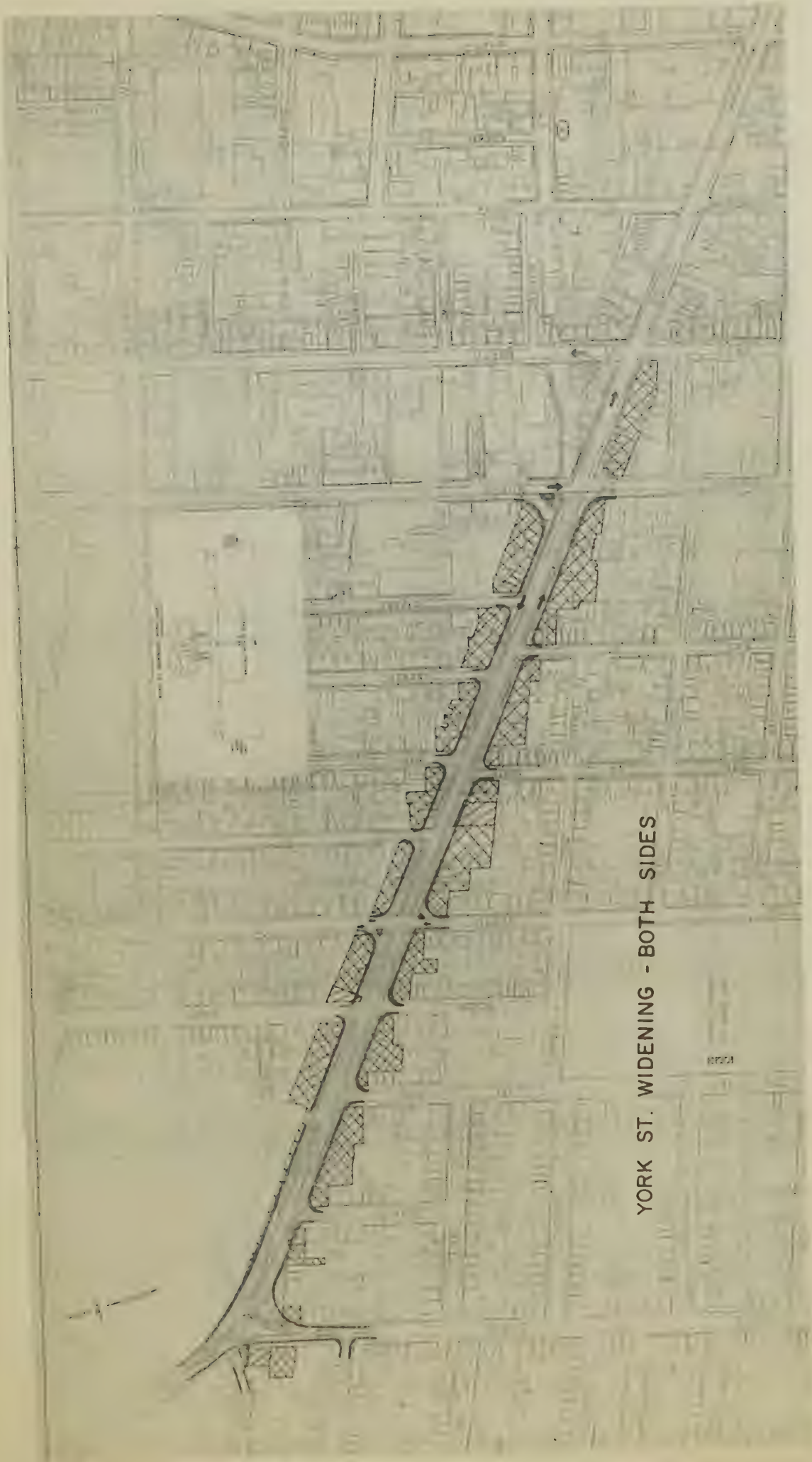




NEW YORK ST. WIDENING - NORTH SIDE ONLY

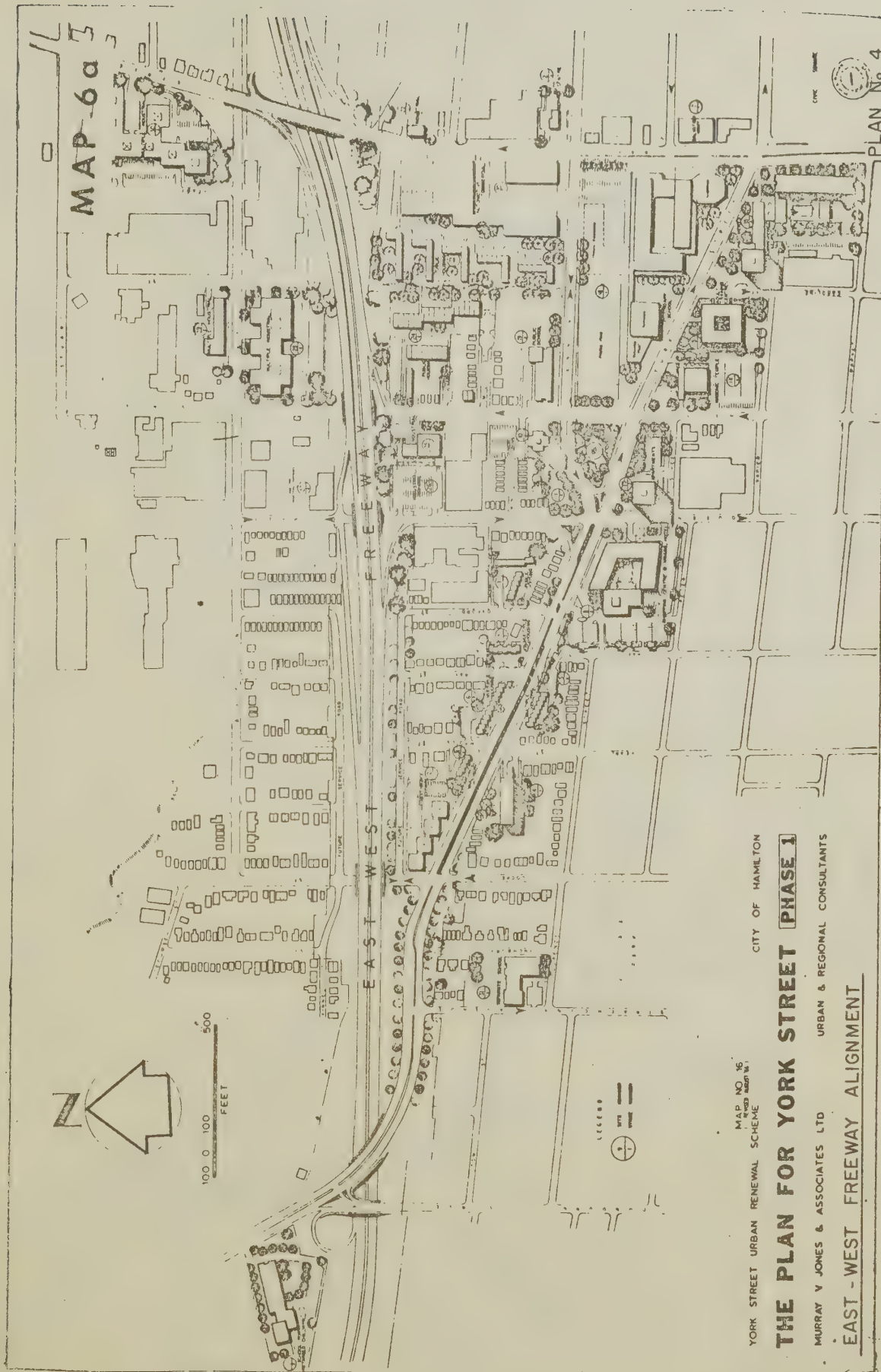
PROPOSED
CITY OWNED LANDS





YORK ST. WIDENING - BOTH SIDES





YORK STREET URBAN RENEWAL SCHEME
MAP NO. 16
REVISED AUGUST 1971

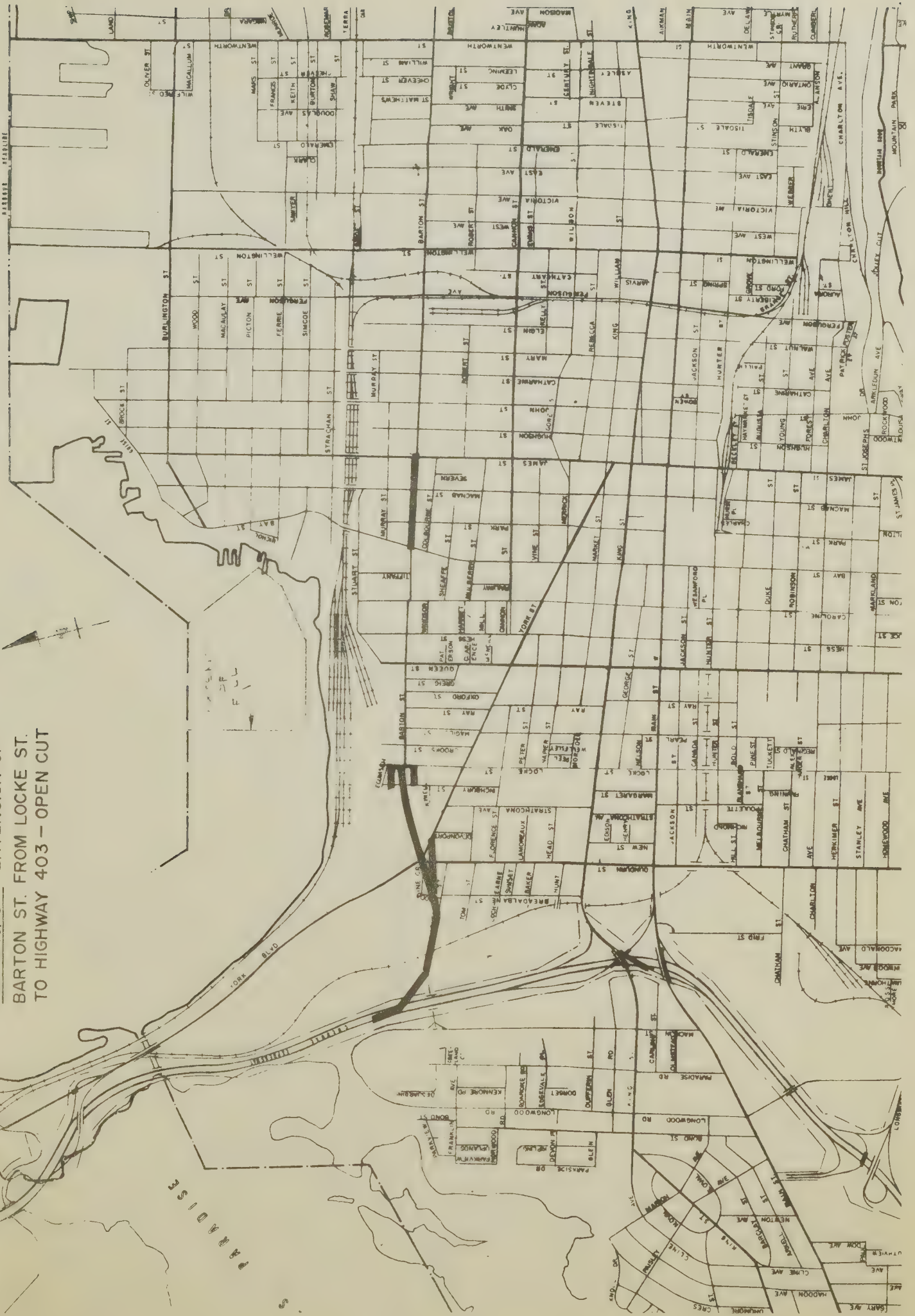
CITY OF HAMILTON

THE PLAN FOR YORK STREET PHASE 1

MURRAY V JONES & ASSOCIATES LTD
URBAN & REGIONAL CONSULTANTS

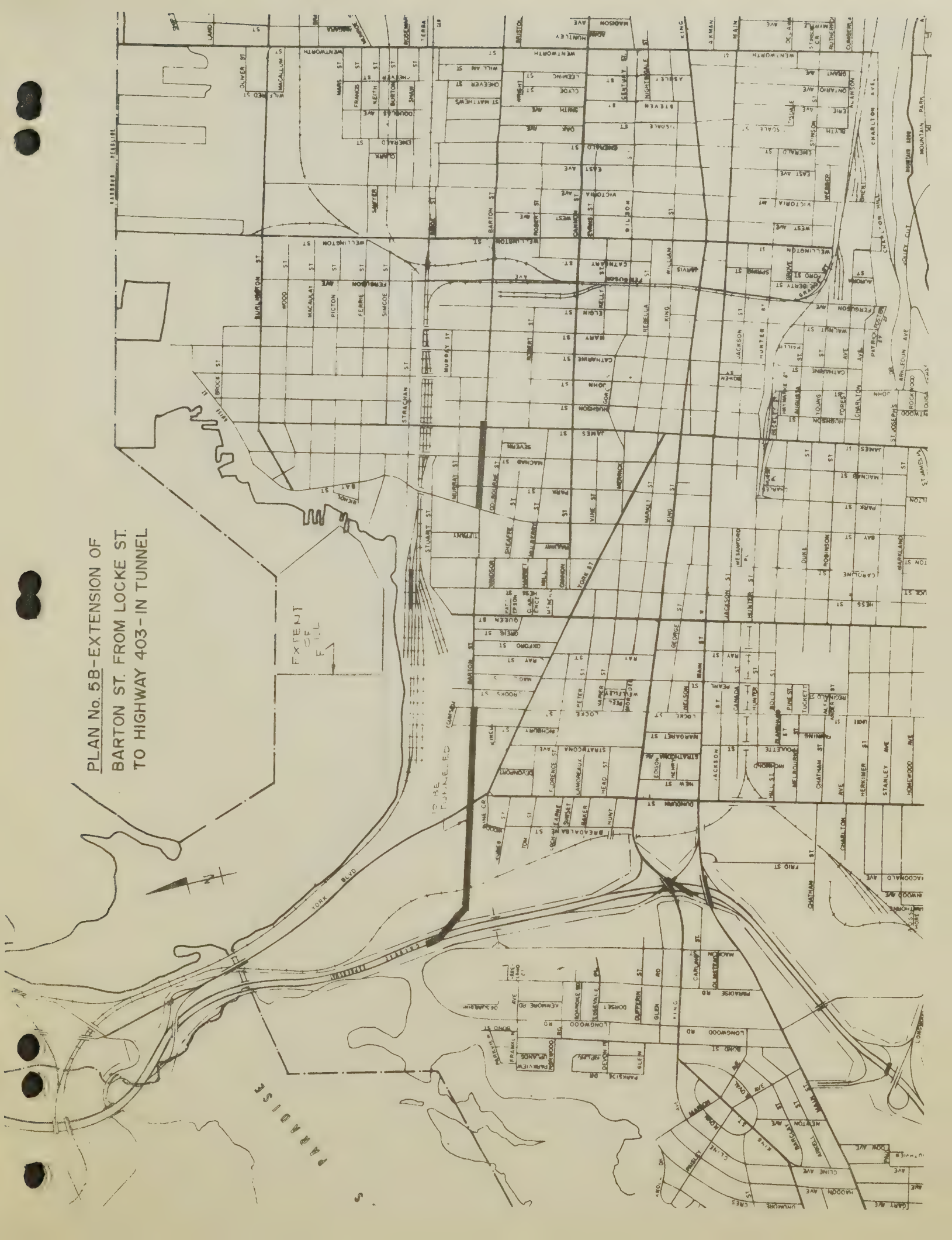
EAST - WEST FREEWAY ALIGNMENT

PLAN No. 5A - EXTENSION OF
BARTON ST. FROM LOCKE ST.
TO HIGHWAY 403 - OPEN CUT



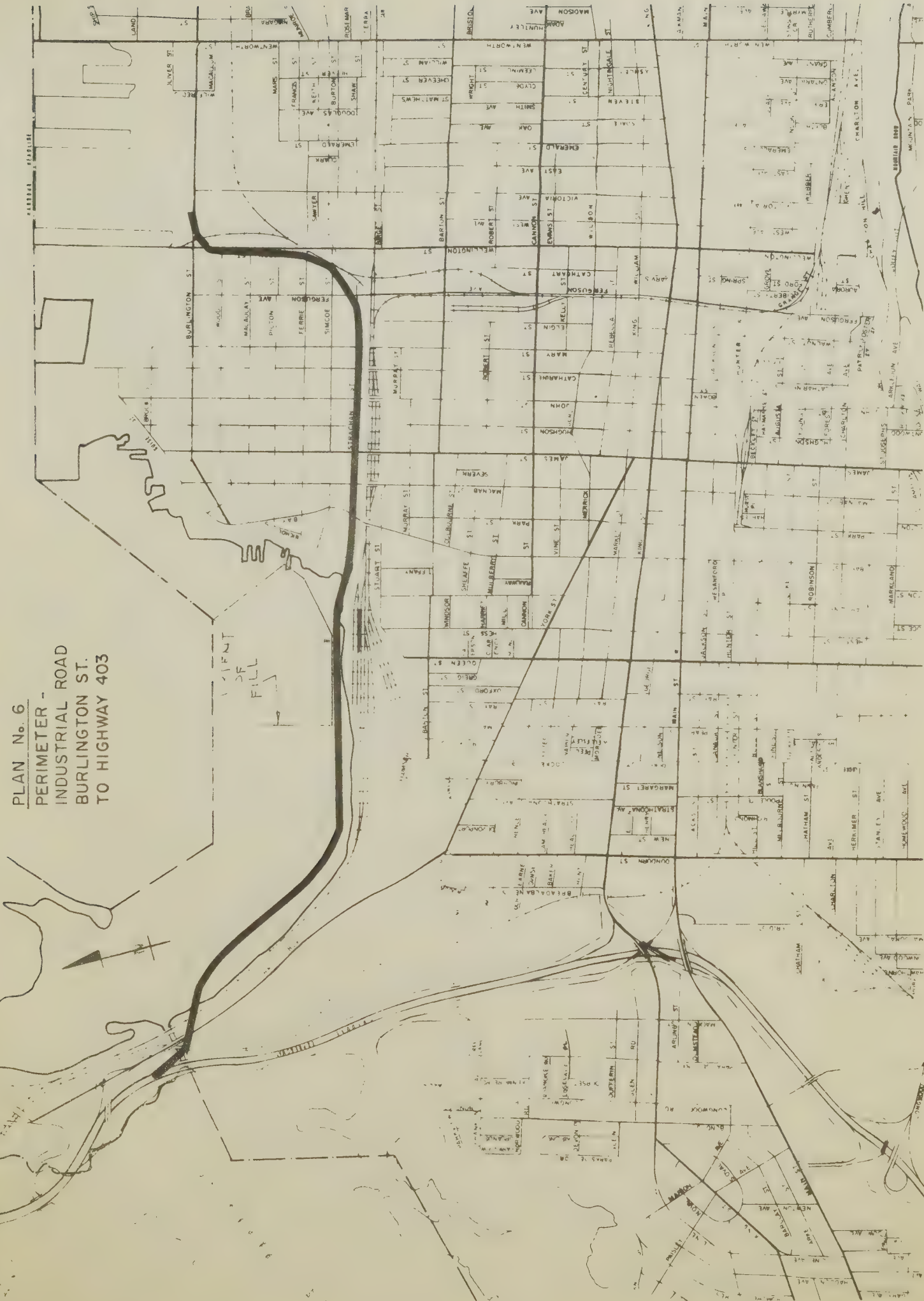


PLAN No. 5B-EXTENSION OF
BARTON ST. FROM LOCKE ST.
TO HIGHWAY 403-IN TUNNEL

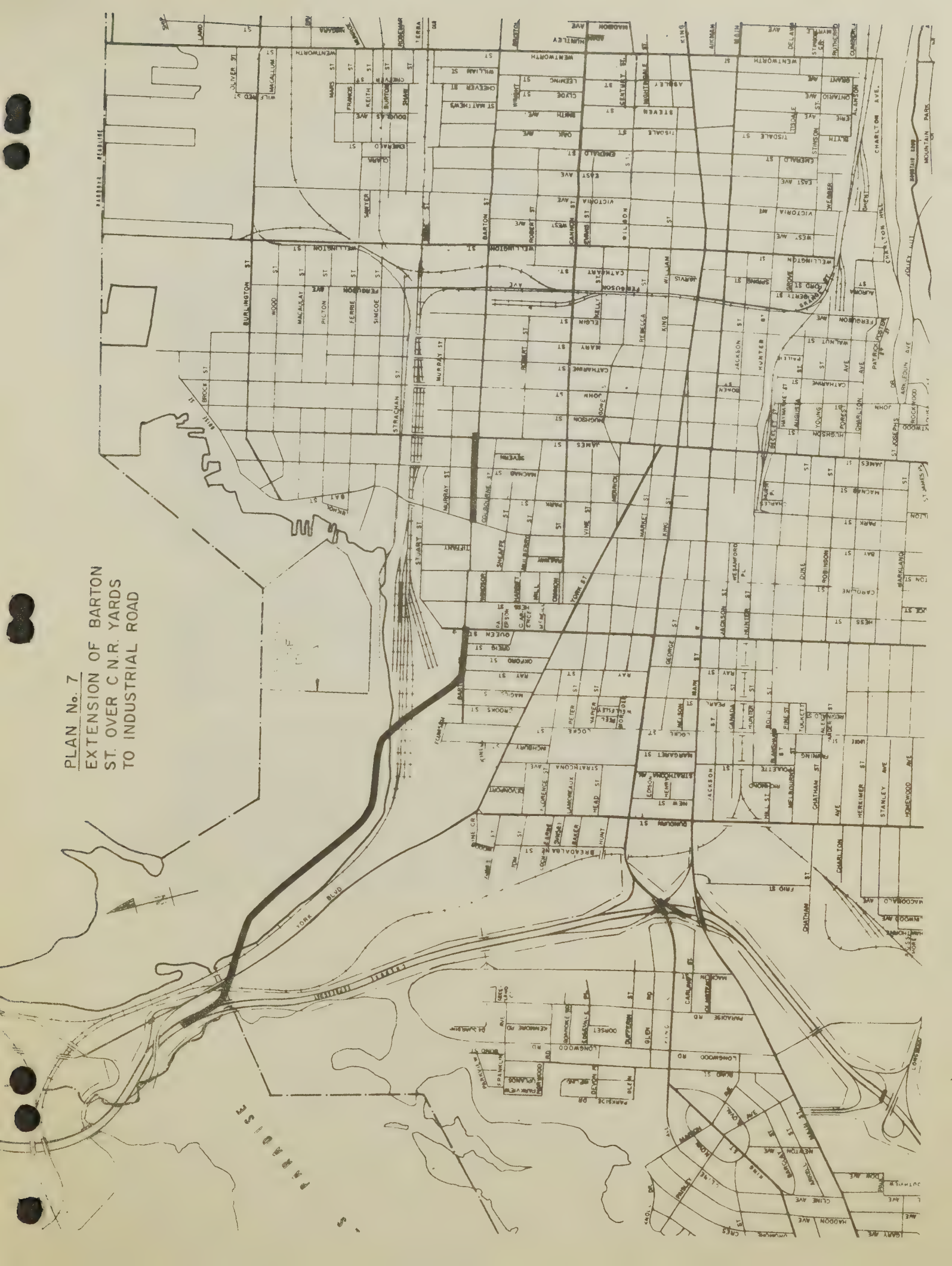




PLAN No. 6
 PERIMETER -
 INDUSTRIAL ROAD
 BURLINGTON ST.
 TO HIGHWAY 403



PLAN No. 7
EXTENSION OF BARTON
ST. OVER C.N.R. YARDS
TO INDUSTRIAL ROAD





Section 32 of the Fifteenth Report of the Board of Control
adopted by City Council April 28, 1970. .

32. In co-operation with the Department of Highways for the Province of Ontario, a study was made of the Hamilton area with respect to the future needs for improvements to the road system in the Hamilton area. As a result of these studies, the Hamilton Area Transportation Plan was produced and City Council in adopting Section 29 of the 6th report of the Board of Control at its Meeting held February 25, 1964, adopted the recommendations of the Hamilton Area Transportation Plan.

Subsequently, the City has proceeded with two of the recommendations contained in that plan, namely, the improvements to Burlington Street and the development of Industrial Drive and the Claremont Hill Mountain Access Project. In addition, neighbourhood plans have been developed by the Planning Department, providing for the right-of-way of future freeways and expressways. In addition, certain lands located within the alignment of proposed freeways have been acquired to permit future development of the proposed highways.

Included in the Hamilton Area Transportation Study was the East-West Freeway Project which is proposed to run east and west in the north section of the City in the vicinity of Barton Street. Subsequent to the adoption of the Hamilton Area Transportation Plan a number of alternate alignments have been reviewed by the Technical staff of the City, the consulting engineers involved in the original study and the officials of the Department of Highways.

The Board now recommends that in view of the large number of homes required for this project, the destruction to industry and institutional buildings involved in the alignment, together with the costs involved, that the East-West Freeway Project be not proceeded with and that the Honourable G. E. Gomme, Minister of Highways, be officially notified of the position taken by the City with the request that studies be carried out by the City staff, in co-operation with the staff of the Department of Highways toward finding an alternate proposal to meet the City's future needs for the movement of traffic into and out of the Hamilton area.

MINORITY REPORT

PLANNING DEPARTMENT



OFFICE OF
CITY PLANNING DEPARTMENT
CITY HALL

HAMILTON, CANADA

REPORT OF THE PLANNING DEPARTMENT

TO THE P.E.T. COMMITTEE

Re: York Street Widening

Dear Sirs:

The Planning Department strongly rejects any proposal to widen York Street to more than 86' of right-of-way, or to more than 4 lanes of free-flowing traffic. It is further recommended that no widening whatsoever be undertaken at this time, nor in the future, except in co-ordination with (private) redevelopment along York Street. It is at the same time urged that a new north-western major arterial exit be designated, acquired and implemented with all dispatch - on an alignment other than that of York Street and which is physically unrelated to either Cannon or Wilson Streets.

This position is taken with the conviction that it represents the better interests of both the immediately affected community (Strathcona Neighbourhood) and the City as a whole.

Local resistance to the widening of York Street is related primarily, we believe, to the prospects of i) a loss of the street's strip commercial development which constitutes a principal community focus with which the residents identify and are comfortably familiar, and ii) a continuance and intensification of heavy-vehicle traffic on the street.

The Planning Department feels that i) the present commercial function, although admittedly manifesting significant physical attrition, is nonetheless a well-established and well-accepted element of the community and should be preserved in concept, with rehabilitation and redevelopment both contributing to an improved health and appearance; ii) the use of the one-way pair of Cannon-Wilson for heavy through and industrial traffic, rumbling through the downtown area past Jackson Square and on both sides of Sir John A. MacDonald High School and playground, is unacceptable, as is therefore any west-end entrance/exit which leads directly into this pair.

Furthermore, it seems apparent that the rationale for the proposed widening is based upon three major considerations, each of now questionable warrant: i) the widening, as proposed, is an element of the adopted York Street Urban Renewal Plan; the provisions of that Plan, however, can no longer be unquestionably adhered to in the light of the cancellation of the east-west freeway and the withdrawal of Federal funding;

ii) the completion of the Cannon Street extension gives rise to the argument that unless York Street is widened, we will be faced with the "impossible traffic situation" of 8 lanes (Cannon and Wilson) converging into at most 4; this argument is invalid, since past mistakes are not a justification for future ones; if necessary, the particular intersection may be modified or re-designed to fit the best street pattern much more readily than can the street to fit the intersection; iii) while the least imaginative or considerate, the proposed widening is certainly the shortest and easiest solution to increasing the east-west road network capacity (with precious little regard to ought else); but proper planning decisions are not formulated in terms of "short" or "easy".

All in all, it is certainly imperative to improve east-west capacity to some degree and quickly; but rather than investing in an expensive make-shift action that is less than satisfactory even in the short term and that admits the necessity of further and more expensive remedial action in the future which will inherently include wasteful and afflictive duplicity, it would seem wiser and sounder to spend all immediate efforts and to invest all hard-found dollars in developing and building an alternative route with more lasting virtues and fewer lasting detriments.

Toward the development of such an alternative, the following objectives are suggested as criteria:

- i) the alignment, or its extension, should not inject its heavy load directly into the downtown area.
- ii) the alignment should permit continuity eastward across the City, which does not conflict excessively with the pattern of lower City land uses, and should have an interchange with Highway No. 403.
- iii) as much as possible, the alignment should be kept to the periphery of cohesive residential areas; any small residential pockets that are necessarily isolated by the alignment should be suitable for redevelopment or conversion to some other use.
- iv) the widening of currently local residential streets to form part of the alignment should be discouraged.

Finally, the four following alternatives are suggested as a minimum for serious consideration. Though each is characteristically different in costs and merits, all are deemed superior to the York Street proposal.

- i) Burlington Street Extension, past Centennial Docks, diagonally across the harbour to intersect Plains Road at York Boulevard, continuing north into Highway No. 6 and its interchange with Highway No. 403.

- ii) Perimeter Road Extension, around the bay shoreline paralleling the C.N.R. alignment, extending into Highway No. 6 at the Highway No. 403 interchange (or alternatively ascending to York Boulevard just south of the High Level Bridge).
- iii) Barton Street Extension, from Locke Street to a new interchange with Highway No. 403, via Jones Street, cutting through a corner of Dundurn Park and underpassing York Street without interchange.
- iv) Barton Street Extension, from Queen Street to a new interchange with Highway No. 403, via air rights over the C.N.R. yards and ground rights under the Hamilton Cemetery.

Yours very truly,

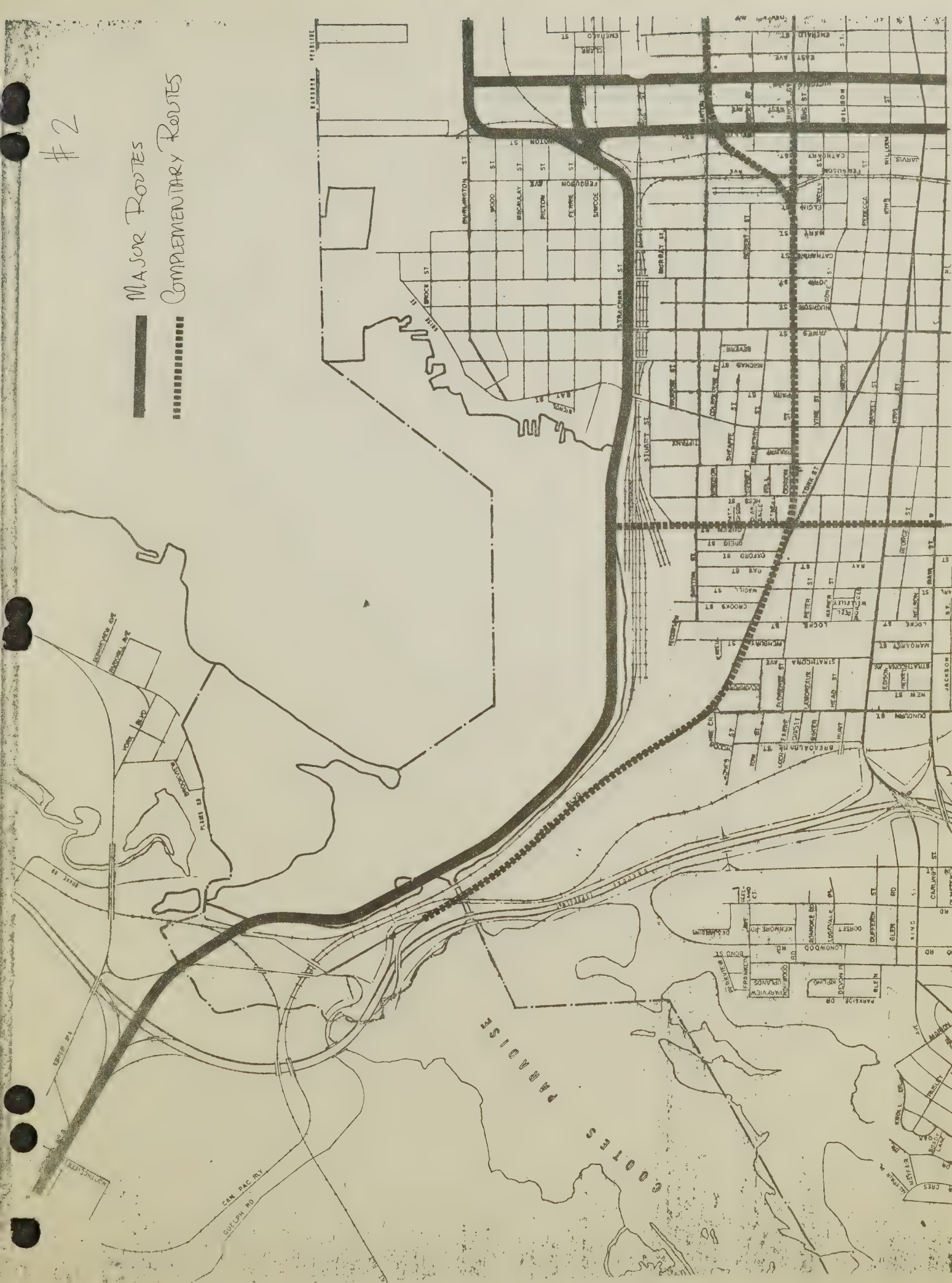
R. Bailey
 R. Bailey, M.T.P.I.C., P. Eng.
 Commissioner of Planning and
 Secretary-Treasurer

BK
 BK:KP





MAJOR ROUTES

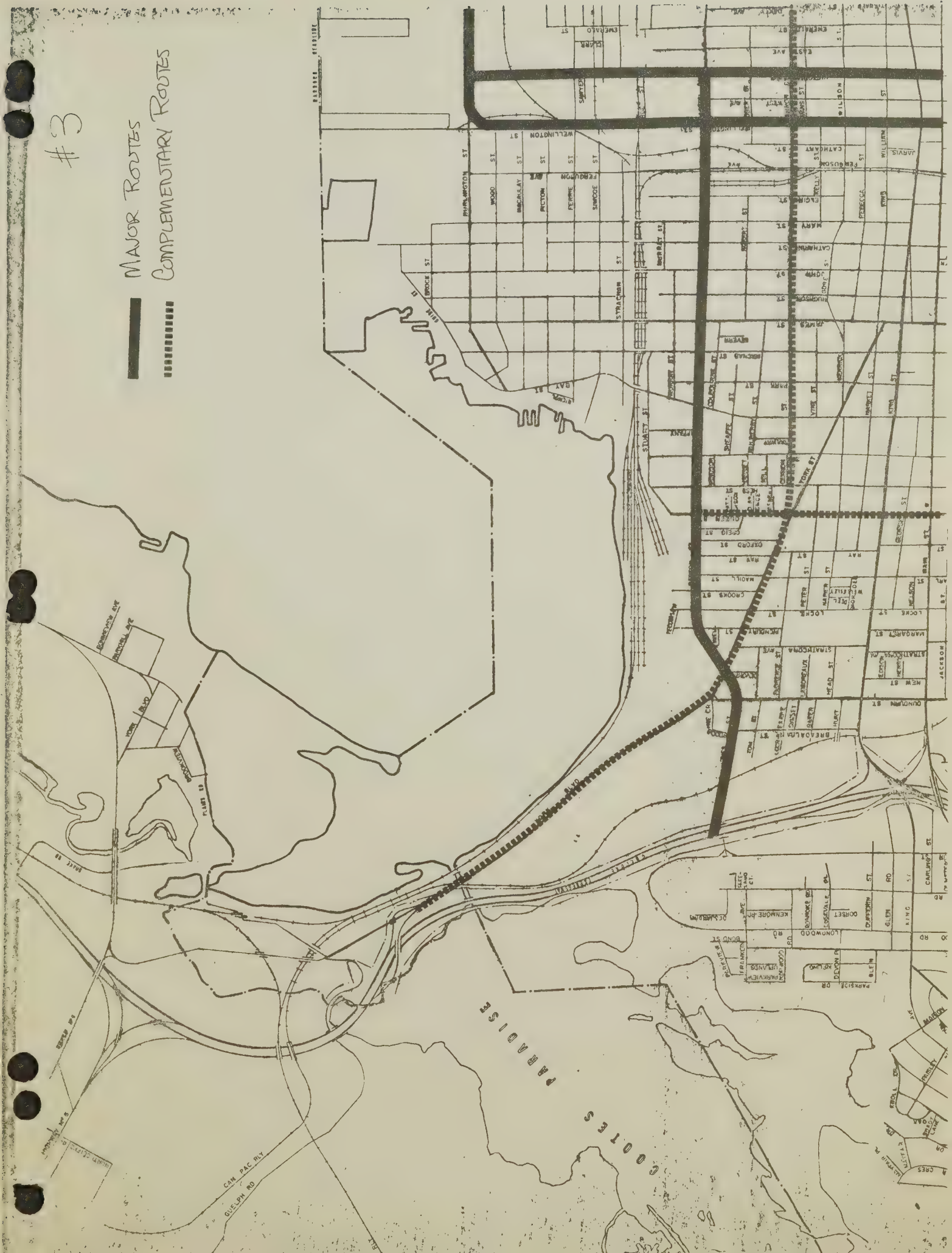




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MAJOR ROUTES

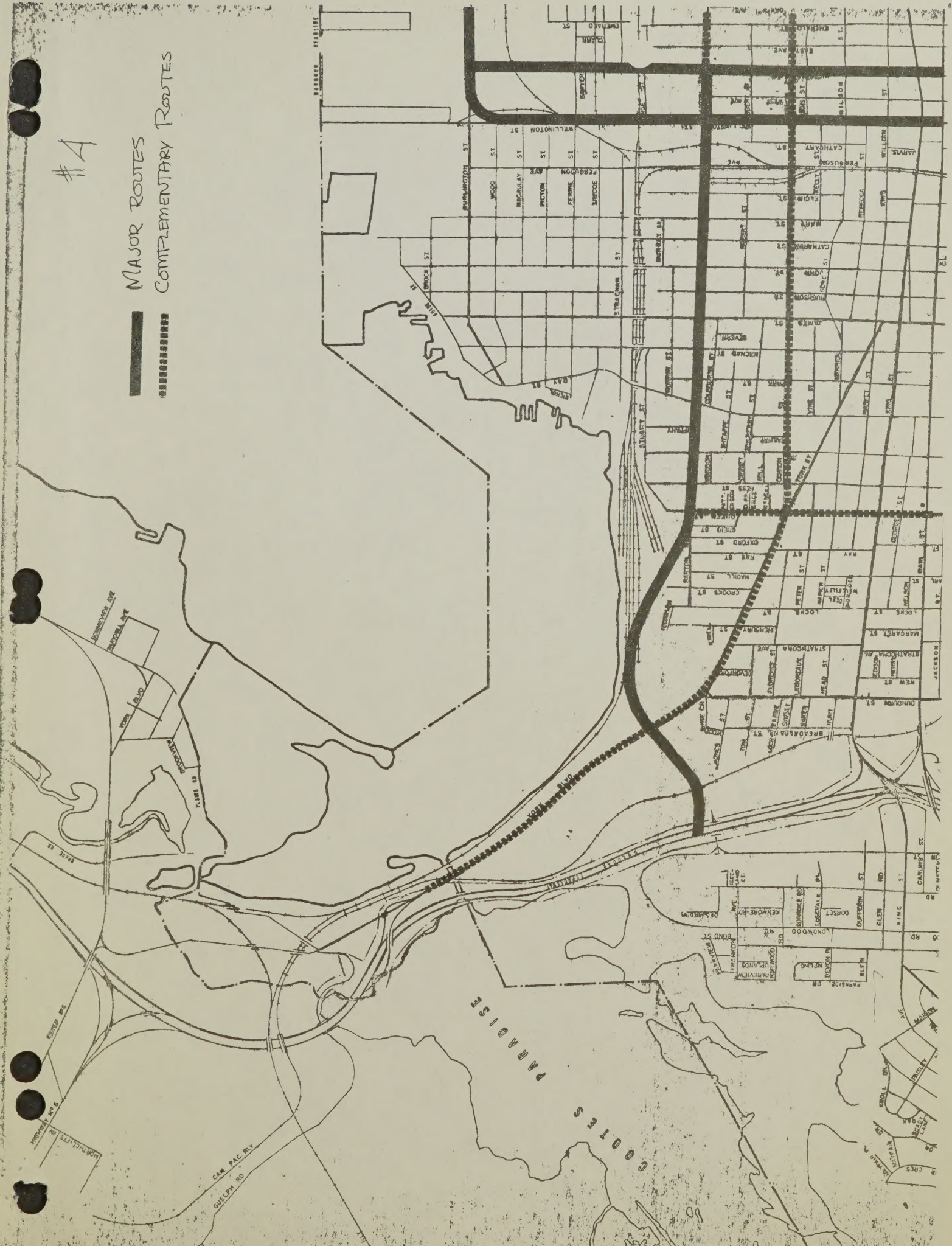
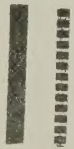
COMPLEMENTARY ROUTES





#4

MAJOR ROUTES
COMPLEMENTARY ROUTES



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